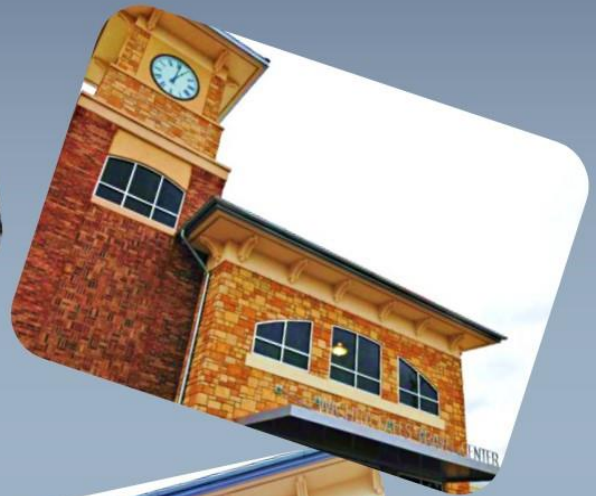




# 2021-2024

## Transportation Improvement Program Wichita Falls Metropolitan Planning Organization



# **Wichita Falls Metropolitan Planning Organization**

## **FY 2021 – FY 2024 Transportation Improvement Program**

**Prepared by:  
Wichita Falls Metropolitan Planning Organization**

### **Participating Agencies:**

**City of Wichita Falls  
City of Pleasant Valley  
City of Lakeside City  
Wichita County  
Archer County  
Texas Department of Transportation  
Wichita Falls Transit System**

### **In cooperation with:**

**U.S. Department of Transportation  
Federal Highway Administration  
Federal Transit Administration**

**Public Meeting Dates: May 28, 2020**

**Approved by Transportation Policy Committee: June 17, 2020  
Amended by Transportation Policy Committee:**

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## SECTION I. INTRODUCTION/BACKGROUND

### A. METROPOLITAN PLANNING ORGANIZATION

The Federal Aid Highway Act of 1962 established the “3C’s Concept” of transportation planning that encouraged a continuing, comprehensive planning process carried on cooperatively by states and local communities from each urban area of more than fifty thousand in population. The City of Wichita Falls conducted the first transportation planning survey of its kind in 1964 under the designation Wichita Falls Urban Transportation Plan, Volume 1, Origin-Destination Survey. In 1967, the City of Wichita Falls signed an agreement with the State of Texas that established overall transportation policy guidance for the Wichita Falls Metropolitan Area by creating the Policy Advisory Committee (PAC). In 1973, the State revised the agreement with the City of Wichita Falls in order to establish the Technical Advisory Committee (TAC). The Technical Advisory Committee provided support to the Policy Advisory Committee and helped the Policy Board make informed transportation policy decisions for the Wichita Falls Metropolitan Area.

Transportation Planning formally began in 1973 when Governor Dolph Briscoe of the State of Texas, acting by and through the State Department of Highways and Public Transportation, designated the City of Wichita Falls as the Metropolitan Planning Organization (MPO) for the Wichita Falls Urban Transportation Study Area. Governor Briscoe designated the Policy Advisory Committee as the policy making body for the Wichita Falls Metropolitan Planning Organization. This designation changed in June 2000 and replaced the Policy Advisory Committee (PAC) with the Transportation Policy Committee (TPC), which is now the designated Metropolitan Planning Organization. The Technical Advisory Committee continues to support the Transportation Policy Committee in their policy-making decisions.

### B. PURPOSE OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The United States Department of Transportation through the Federal Highway Administration and the Federal Transit Administration requires the development of a Transportation Improvement Program (TIP). The TIP is a staged, multiyear program of projects proposed for funding by federal, state, and local sources within the Wichita Falls Metropolitan Area. The TIP is a short-range program which must be developed at both the metropolitan and state levels. The metropolitan planning organization designated for a metropolitan area, in cooperation with the State and affected transit operators, must develop a transportation improvement program for the area for which such organization is designated. The metropolitan areas will be asked to update the program at least once every four years and it is approved by the MPO and the Governor. The TIP must cover a minimum of four years for a metropolitan area and for the State. Projects listed in the TIP must reflect the factors considered in the long-range planning process.

Citizens must be given the opportunity to comment on any new transportation plans or amendments to existing plans as outlined in WFMPO’s Public Participation Plan (PPP). These plans or amendments must also be reviewed and approved by the WFMPO Policy Board (TPC) to ensure all transportation plans and programs are consistent with the goals and objectives for the WFMPO area. When reviewing plans and amendments, the WFMPO must take into consideration any public comments that were received during the public comment period.

The TIP contains a project listing that includes those projects funded within the four-year period covered by the TIP. The project listing consists of the following:

- Federally and State Funded Highway Projects
- Grouped CSJ Projects (TxDOT)
- Federally Funded Transit Projects (FTA & TxDOT)

WFMPO's 2021-2024 TIP identifies roadway and transit projects programmed for construction within the next four years inside the Wichita Falls Metropolitan Area. The Wichita Falls MPO (WFMPO), in cooperation with the local governments of the City of Wichita Falls, the City of Lakeside City, the City of Pleasant Valley, Archer County, Wichita County, the Texas Department of Transportation, and the Wichita Falls Transit System, developed the 2021-2024 TIP. The Wichita Falls MPO developed the TIP in accordance with the metropolitan planning requirements set forth in Title 23 – Highways; Chapter I - FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION; Subchapter E - PLANNING AND RESEARCH; Part 450 - PLANNING ASSISTANCE AND STANDARDS; Subpart C - Metropolitan Transportation Planning and Programming; Section 450.316 - Interested parties, participation, and consultation. AND, in conformance with, TITLE 43 TRANSPORTATION, PART 1 TEXAS DEPARTMENT OF TRANSPORTATION, CHAPTER 16 PLANNING AND DEVELOPMENT OF TRANSPORTATION PROJECTS, SUBCHAPTER C TRANSPORTATION PROGRAMS, RULE §16.101 Transportation Improvement Program (TIP)

The FAST Act, or The Fixing America's Surface Transportation Act of 2015, is the transportation reauthorization bill currently used to apportion transportation funds to the Federal Highway Administration, which then allocates funding through the Texas Department of Transportation, and finally to the MPO. The FAST Act incorporates many of the goals and objectives found in the Moving Ahead for Progress in the 21st Century Act (MAP-21).

WFMPO prepared the 2021-2024 TIP under the guidelines set forth in the Code of Federal Regulations (referenced above) as updated on April 1, 2011 and presented by the U.S. Government Printing Office (GPO) electronic edition.

### C. LEGAL REQUIREMENTS AFFECTING THE TIP

President Obama signed The FAST Act (The Fixing America's Surface Transportation Act) into law on December 4, 2015. The FAST Act is a five-year legislative bill designed to improve the Nation's surface transportation infrastructure, including roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail. A safe, efficient, surface transportation system is essential to the economy and to Americans' quality of life. The FAST Act includes important authorizations and reforms to ensure that federal programs can more effectively address the country's infrastructure needs.

The FAST Act and the Title 49 U.S.C. Federal Transit Act describe the requirements of the Transportation Improvement Program in general terms. Requirements that are more specific are contained in the Statewide and Metropolitan Planning Rules contained in 23 CFR Part 450, Subpart C – Metropolitan Transportation Planning and Programming, and 49 CFR Part 613, Subpart A – Metropolitan Transportation Planning and Programming. This section summarizes those requirements and describes the methods through which they are accomplished.

All roadway and transit projects receiving U.S. Department of Transportation funding under Title 23 U.S.C. – The Federal-Aid Highway Act and Title 49 U.S.C. – The Federal Transit Act must be financially constrained and listed in the TIP. The Wichita Falls MPO initiated all proposed projects in this document in a manner



consistent with the federal guidelines found in Section 450, Subpart B of the Title 23 Code of Federal Regulations (CFR) and in Section 613, Subpart A of the Title 49 Code of Federal Regulations (CFR).

#### (1) 23 CFR 450.306 - Scope of the Metropolitan Transportation Planning Process

(a) To accomplish the objectives in § 450.300 and § 450.306(b), metropolitan planning organizations designated under § 450.310, in cooperation with the State and public transportation operators, shall develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

(b) The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

#### (2) Federal Legislation – Ten (10) Planning Factors

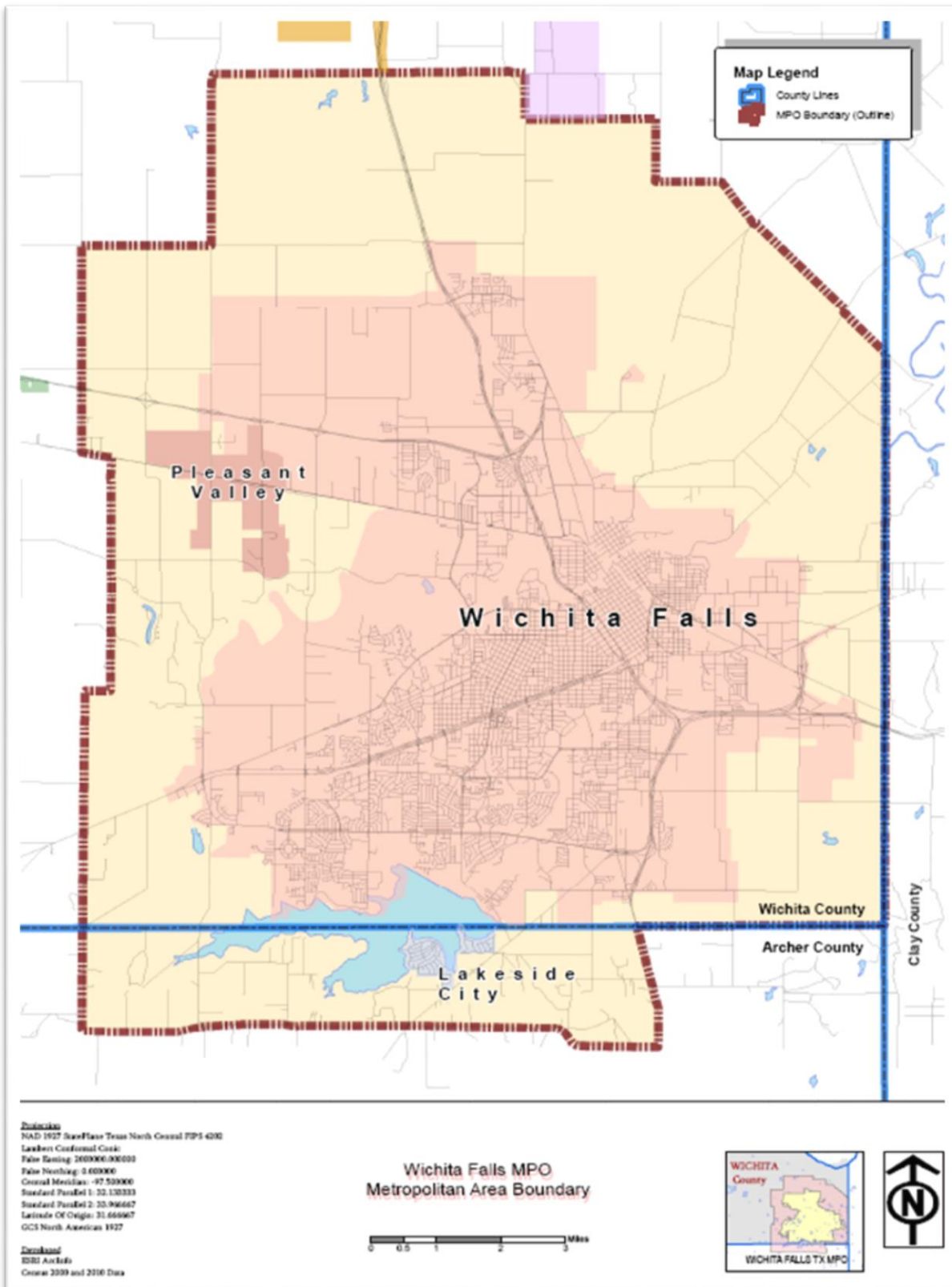
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

### D. DEFINITION OF PLANNING AREA

The Wichita Falls Metropolitan Planning Organization encompasses the eastern portion of Wichita County, which includes the City of Wichita Falls and Pleasant Valley, and a small portion of Archer County, which includes Lakeside City and all of Lake Wichita. The MPO area contains 150.01 square miles.

According to the U.S. Census Bureau's American Community Survey (ACS) estimates for 2018, the population of Wichita Falls was 104,576. During that same year, the estimated population for Wichita County was 132,064. In contrast, the July 1, 2018 Geography Comparison Table (GCT) indicated the City of Wichita Falls Metropolitan Statistical Area (MSA) to be 151,306. The City of Lakeside City had an estimated ACS 2018 population of 963 while the City of Pleasant Valley had an estimated ACS 2018 population of 336. See the Wichita Falls MPO boundary map in Figure 1 on the next page.

Figure 1 - MPO Boundary Map



## E. PUBLIC INVOLVEMENT PROCESS

WFMPO developed the 2021-2024 Transportation Improvement Program (TIP) in accordance with guidelines listed in the MPO's Public Participation Plan. The public involvement component of the TIP process provides an opportunity for concerned residents to provide input, and voice concerns and priorities regarding proposed roadway and public transportation projects.

The Public Participation Plan requires at least one public hearing to present the Transportation Improvement Program to the public. The Public Participation Plan requires a public comment period of 30 days prior to the meeting at which the Transportation Policy Committee approves the Transportation Improvement Plan. TIP amendments require a 10-day comment period before adoption by the Policy Board.

WFMPO published Legal Notices of all the transportation planning public meetings prior to the adoption of the 2021-2024 TIP. WFMPO published Legal Notices in the daily local newspaper Times Record News. To ensure an opportunity for all interested parties to review and comment on the TIP, the MPO has developed an extensive email list that includes Federal, State, Tribal and Local agencies and all interested parties, including stakeholders and citizens, as discussed in Methods and Strategies of the Public Participation Plan. Additionally, WFMPO published the TIP on the WFMPO's website at [www.wfmpo.com](http://www.wfmpo.com) and on our Facebook page at [www.facebook.com/wichitafallsmmpo](http://www.facebook.com/wichitafallsmmpo) for people to view.

## F. PROJECT SELECTION PROCESS

Federal and state funded capacity expansion projects come from the Metropolitan Transportation Plan (MTP). Projects in the Metropolitan Transportation Plan advance to the Short-Range, ten-year plan of the Transportation Improvement Program (TIP) based on funding availability. The approved 2021-2024 TIP programs projects located within the Wichita Falls Metropolitan Area. The TIP assigns each project to a specific fiscal year where project implementation is expected. The TIP gives priority to first year projects and may implement them as soon as plans are ready and funds appropriated. If unable to implement first year projects, then the TIP considers second year projects as second priority. The TIP implements second year projects as plans are completed and funds appropriated. Projects in the third and fourth years will follow this same procedure. WFMPO developed this procedure in cooperation with the Texas Department of Transportation and the Wichita Falls Transit System.

## G. PROGRESS FROM PREVIOUS YEARS

The 2019-2022 Transportation Improvement Program implemented, scheduled for letting, or designed the following projects during FY 2018 and FY 2019. Table 1 lists these projects below. For updates regarding highway and street projects, please refer to the Annual Project Listings report, which the Wichita Falls MPO provides at its website on [www.wfmpo.com](http://www.wfmpo.com) or by requesting a copy from Wichita Falls MPO, 2100 Seymour Hwy., Wichita Falls, Texas 76301, via email through the above websites or by calling (940) 761-7450. The MPO may also provide progress updates during Transportation Advisory (TAC) and Transportation Policy (TPC) committee meetings throughout the year. WFMPO provides minutes of these meetings on the website.



*Table 1 - Progress from Previous Years*

<b>Highway</b>	<b>Project Limits</b>	<b>Description</b>	<b>Estimated Cost</b>
SH 240	IH 44 to Robinson Road	Seal Coat	\$260,000
BU 287J	Old Windthorst Road to SH 240	Mill & Overlay	\$350,000
US 281	US 82 to SL 473	Install Median Cable Barrier	\$717,923
US 82	McKinney Road to Clay County Line	Mill & Overlay	\$750,000
US 287	FM 369 to LP 11	Install Median Cable Barrier	\$835,837
CS	Maplewood Ave at Drainage Ditch	Replace Bridge and Approaches	\$1,304,038
Hike & Bike Trail	Wichita Bluffs Nature Area to Loop 11	Construct Hike & Bike Trail	\$1,436,123
FM 890	IH 44 to SP 325	Add Shoulders and Overlay	\$2,500,000
Hike & Bike Trail	Seymour Highway to Barnett Road	Construct Hike and Bike Trail	\$2,538,707
Hike & Bike Trail	Loop 11 to Lucy Park	Construct Hike and Bike Trail	\$2,670,558
SS 325	FM 890	Reconfigure Ramp	\$3,000,000
FM 2650	FM 1954 to FM 369	Rehabilitation of Existing Roadway	\$4,207,010

#### H. AIR QUALITY ISSUES

The Clean Air Act Amendments of 1990 have significantly affected transportation activities. The impacts include a conformity analysis on all transportation programs, including the TIP, as well as statewide penalties if non-attainment areas do not meet national ambient air quality standards by the designated

years for their areas. Currently, the Wichita Falls Metropolitan Area meets all requirements in all categories to be an “Attainment Area”.

## I. AMERICANS WITH DISABILITIES ACT (ADA)

All projects considered for funding, regardless of the source, will include provisions for meeting the needs of the disabled. The Cities of Wichita Falls, Pleasant Valley and Lakeside City, Wichita County, Archer County, the Texas Department of Transportation, and the Wichita Falls Transit System continue their efforts to identify and aid the disabled in their mobility needs. All public transportation buses purchased by the City of Wichita Falls are low-floor, front-kneeling, hydraulic ramp equipped and fully accessible to the mobility impaired.

Falls Ride, owned by the City of Wichita Falls, operates a Route Deviation/Demand Response transit system that deviates up to one-quarter mile from the main route to pick up qualifying ADA passengers. Falls Ride picks up qualifying ADA passengers at the curb and delivers them to their destination. Falls Ride operates six main routes that deviate and one express route that serves Sheppard Air Force Base. Qualifying ADA passengers call one day in advance to schedule pick-ups and drop-offs.

Falls Ride also utilizes Federal Transit Administration Section 5310 funds to address ADA needs. FTA Section 5310 grant funds are intended to provide assistance in addressing the transportation needs of the elderly and persons with disabilities. The Legislature and federal programs intend for funds to be used in communities for trips that allow the elderly and disabled to gain access to health-related services so that they may live as independently and productively as possible. The goal of the Section 5310 program is to improve mobility for elderly individuals and individuals with disabilities throughout the country. Towards this goal, FTA provides financial assistance for transportation services planned, designed and carried out to meet the special transportation needs of elderly individuals and individuals with disabilities in all areas - urbanized, small urban, and rural. The program requires coordination with other federally assisted programs and services in order to make the most efficient use of Federal resources.

## J. ENVIRONMENTAL JUSTICE

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” President Clinton’s Executive Order 12898 on Environmental Justice in 1994 further amplifies Title VI by providing that “each federal agency shall make achieving environmental justice part of its mission by identifying, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

In addition to environmental and cultural resources, Executive Order 12898 addresses Environmental Justice considerations to ensure both the benefits and the burdens of the transportation system are distributed equitably across the region. Title VI of the Civil Rights Act is meant to ensure that minority and low-income populations are not adversely affected by federal actions. Identifying potential impacts on the environment, as well as low-income and minority populations, involves a three-step process that includes:

- Defining and developing an inventory of environmental resources/minority and low-income populations;

- Identifying and assessing the potential impacts of proposed transportation improvements on these resources/populations; and
- Addressing possible mitigation activities system wide.

Environmental Justice as defined by the U.S. Environmental Protection Agency is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental Justice impact analysis is a critical component to transportation planning. Transportation projects have long lasting impacts on communities. Therefore, it is critical to the planning process to establish and ensure fair and equitable transportation policies and funding decisions so that no group of people (by race, ethnicity, or socioeconomic status) should receive unfair treatment or bear a disproportionate share of negative environmental consequences as a result of decisions made by all levels of government. The proximity of projects to Environmental Justice populations may have both positive and negative impacts.

Environmental Justice zones in the Wichita Falls MPA were identified by determining historically underserved and vulnerable communities. Using block group data from the 2017 American Community Survey, Environmental Justice zones were defined as meeting at least two of the following criteria:

- High Minority Population – Block groups with a percentage of minorities greater than the MPA’s total percentage of minorities (21%).
- Households in Poverty – Block groups with 20% or more of households living in poverty.
- Limited English Proficient Population – Block groups with the top 10% highest percentage of limited English proficient population.

High concern Environmental Justice zones were also identified. These block groups were identified as high concern due to meeting all three of the above-mentioned criteria. The key consideration in determining unintended consequences or disparate impacts to Environmental Justice communities is how the project objectives meet the community’s transportation needs.

#### K. TOTAL PROJECT COST AND YEAR OF EXPENDITURE DOLLARS

Moving Ahead for Progress in the 21st Century (MAP-21) required Transportation Improvement Programs (TIP’s) to list Total Project Costs and Year of Expenditure dollars for each project. The FAST Act continues this requirement.

The Year of Expenditure, or simply stated, the year in which the construction of a highway or transit project is anticipated, has been identified for each of the projects listed here. WFMPO applies an annual inflation rate of 4% to all projects listed in the TIP. The TIP provides Total Project Costs that detail the parts of each project such as preliminary engineering, right of way, utility relocation and in the case of transit projects: operating, planning, preventive maintenance, and capital. The Total Project Cost and Year of Expenditure provide the public with a complete description of the components that make up each of the projects.

TxDOT and WFMPO try to anticipate future revenues in order to plan for construction, operation, maintenance, and implementation needs of area surface transportation projects. The expenditures for the Transportation Improvement Program are financially constrained by the Year of Expenditure requirements. MPO staff base their financial constraint on an analysis of past funding, expected funding,

and expected needs. The MPO analyzes federal, state, and local revenue sources to estimate total future revenues for projects in the TIP. The MPO utilizes a Rate of Growth of 4% per year for all projects, which is consistent with a 4% annual inflation rate. MPO staff based the Rate of Growth on consultations with the Texas Department of Transportation (TxDOT). WFMPO reasonably expects funding for the projects in this document to come from federal, state, and local sources. The planning staff must account for cost escalation as part of the fiscal constraint determination.

Federal and State funding sources for Falls Ride transit capital, planning, and operating expenses have increased at the rate of less than 1% over the past three years. Falls Ride develops its own operation expenses by year. However, the City of Wichita Falls instituted several funding measures, including fare restructuring, to increase the amount of local match required to program federal and state funds. Since 2010, Falls Ride has generated revenue through bus wrap advertising on the new replacement 35-foot, low-floor, buses, through Midwestern State University student pass revenues; through an increase in general public revenues due to an increase in ridership; and through bus ticket revenues earned by the Downtown Travel Center built in 2013. The Downtown Travel Center now serves as a regional hub for Section 5307, 5310, 5311, and Intercity Bus Lines. These include Falls Ride, Sharp Lines, Texoma Area Paratransit System (TAPS), and Greyhound Bus Lines.

## L. PERFORMANCE MEASURES

As discussed earlier, MAP-21 instituted a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. The cornerstone of MAP-21's program transformation is the transition to a performance and outcome-based program. The FAST Act continues the performance-based process into the 2021-2024 TIP. States will invest resources in projects to achieve individual targets that, collectively, will make progress towards the national goals of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

The Fixing America's Surface Transportation (FAST) Act requires WFMPO to adopt regional performance measures, with targets, to better utilize transportation investments in the WFMPO area. WFMPO uses goals, measures, and data to inform policy makers on the best ways to create a better performing regional transportation system. WFMPO uses transportation funds to initiate and complete projects that will achieve set performance targets for (1) PM1 – Safety Performance, (2) PM2 – Infrastructure Condition (Pavement & Bridge), (3) PM3 - System performance & Freight, and (4) the Wichita Falls Transit System's State of Good Repair/Transit Asset Management Plan (TAMP). To comply with federal requirements, WFMPO has adopted, and continues to support, the Texas Department of Transportation's performance measures, with targets, which began in January 2018 and continuing forward. WFMPO also adopted the Wichita Falls Transit System's State of Good Repair/Transit Asset Management Plan performance measures, with targets, which began in January 2018.

### PM 1 – Safety Performance

On January 30, 2019, WFMPO's Transportation Policy Committee adopted Resolution #1-2019 to continue supporting the Safety Performance Measures (PM1) established by the Texas Department of Transportation (TxDOT). The Texas Department of Transportation (TxDOT) established targets for 5 Performance Measures based on five-year rolling averages for:

1. Number of Fatalities,

2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries

The Texas Department of Transportation (TxDOT) officially adopted the safety targets in the Highway Safety Improvement Program (HSIP) annual report dated August 2018, and then adopted identical safety targets for number of fatalities, rate of fatalities and number of serious injuries as set forth in the Highway State Strategic Plan (HSSP). The WFMPO Policy Committee agreed to adopt and support the Texas Department of Transportation 2019 targets for the five safety performance measures. Resolution #1-2019 authorizes the Executive Director of the Wichita Falls Metropolitan Planning Organization to provide support to the Texas Department of Transportation (TxDOT) to achieve the statewide PM1 targets.

#### PM 2 - Infrastructure Condition Performance Measures for 2018-2022

On January 30, 2019, WFMPO's Transportation Policy Committee adopted Resolution #2-2019 to continue supporting the Infrastructure Condition Performance Measures (PM2) established by the Texas Department of Transportation (TxDOT). The Texas Department of Transportation (TxDOT) established percentage targets for six (6) Infrastructure Condition Performance Measures for 2018-2022:

1. Pavements of the Interstate System in Good Condition,
2. Pavements of the Interstate System in Poor Condition,
3. Pavements of the Non-Interstate NHS in Good Condition,
4. Pavements of the Non-Interstate NHS in Poor Condition,
5. NHS Bridges Classified as in Good Condition,
6. NHS Bridges Classified as in Poor Condition

The Texas Department of Transportation (TxDOT) officially adopted the Infrastructure Condition targets in the Highway Safety Improvement Program (HSIP) annual report dated August 2018, and then adopted identical Infrastructure Condition targets for pavements and bridges as set forth in the Highway State Strategic Plan (HSSP). The WFMPO Policy Committee agreed to adopt and support the Texas Department of Transportation 2018-2022 targets for the six (6) Infrastructure Condition performance measures. Resolution #2-2019 authorizes the Executive Director of the Wichita Falls Metropolitan Planning Organization to provide support to the Texas Department of Transportation (TxDOT) to achieve the statewide PM2 targets.

#### PM 3 - System Performance/Freight Performance Measures for 2018-2022

On January 30, 2019, WFMPO's Transportation Policy Committee adopted Resolution #3-2019 to continue supporting targets for System Performance/Freight Performance Measures (PM3) established by the Texas Department of Transportation (TxDOT). The Texas Department of Transportation (TxDOT) established percentage targets for three (3) System Performance/Freight Performance Measures for 2018-2022.

1. Percent of Person-Miles Traveled on the Interstate That Are Reliable,
2. Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable,
3. Truck Travel Time Reliability (TTTR) Index



The Texas Department of Transportation (TxDOT) officially adopted the System Performance/Freight targets in the Highway Safety Improvement Program (HSIP) annual report dated August 2018, and has adopted identical System Performance/Freight targets for Person-Miles Traveled and Truck Travel Time Reliability as set forth in the Highway State Strategic Plan (HSSP). Resolution #3-2019 authorizes the Executive Director of the Wichita Falls Metropolitan Planning Organization to provide support to the Texas Department of Transportation (TxDOT) to achieve the statewide PM3 targets.

#### PM 4 - Transit Asset Management Plan (TAMP), State of Good Repair (SGR)

On January 30, 2019, WFMPO's Transportation Policy Committee adopted Resolution #4-2019 to continue supporting targets for the Transit Asset Management Plan (TAMP), State of Good Repair (SGR) for the WFMPO region established by the Wichita Falls Transit System (also known as "Falls Ride"). The Wichita Falls Transit System (WFTS) established State of Good Repair targets for three (3) Performance Measures based on a five-year program.

1. Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB),
2. Age - % of vehicles that have met or exceeded their ULB,
3. Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale.

The Wichita Falls Transit System (WFTS) officially adopted the State of Good Repair performance targets located within the Transit Asset Management Plan (TAMP) that was developed in cooperation with the Federal Transit Administration, Region VI, dated March 6, 2018. Resolution #4-2019 authorizes the Executive Director of the Wichita Falls Metropolitan Planning Organization to provide support to the Wichita Falls Transit System (WFTS) to achieve the Transit Asset Management Plan (TAMP), State of Good Repair (SGR) targets.

## SECTION II – GLOSSARY

### A. PROJECT LISTINGS

<b>TxDOT DISTRICT</b>	Wichita Falls District Office of the Texas Department of Transportation
<b>COUNTY</b>	County in which project is located
<b>CITY</b>	City in which project is located
<b>LET DATE</b>	Approximate date (month/year) that a project will go to contract. Project construction/implementation initiates when the project "lets"
<b>HIGHWAY</b>	Project name or location
<b>LIMITS (FROM)</b>	Cross street or location identifying the initial limits of a project

<b>LIMITS (TO)</b>	Cross street or location identifying the end limits of a project
<b>LAYMANS DESCRIPTION</b>	Brief description of work performed on the project
<b>REVISION DATE</b>	This entry refers to the revision date (i.e. the date a project is added or changed in the Statewide TIP). Most projects listed in the 2017-2020 TIP have a revision date to represent the anticipated approval date of the of the 2017-2020 TIP/Statewide TIP
<b>LOCAL CONTRIBUTION</b>	Local funds contributed to a project in excess of the 20 percent match required to receive federal reimbursement on a project
<b>STATEWIDE CSJ</b>	TxDOT has the ability to program projects through a statewide program using "Statewide CSJ's". This allows TxDOT to group similar type projects, usually maintenance, together for efficient implementation.
<b>NEPA STATUS</b>	All projects receiving federal funding must undergo environmental review. The NEPA status entry indicates the current stage of environmental review for each project (i.e. pending, cleared, exempt)
<b>CS</b>	City Street
<b>CSJ</b>	Control Section Job Number – TxDOT assigned number for projects entered into the Project Development Program (PDP) and Unified Transportation Program (UTP)
<b>PHASE</b>	Project Phase – for Federal Funding (C=Construction, E=Engineering, ROW=Right of Way Acquisition, and T=Transfer)
<b>MPO ID</b>	MPO Project Identification Number – A number assigned by the MPO for local project identification for use in relating projects to the Metropolitan Transportation Plan.
<b>TMA</b>	Transportation Management Area
<b>STP</b>	Surface Transportation Program
<b>FUNCTIONAL CLASS</b>	Federal Functional Class – Federal classification of streets and highways into functional operating characteristics. Categories are: Interstate Other Urban Freeways and Expressways Other Principal Arterials Minor Arterials Urban Collectors and Rural Major Collectors Rural Minor Collectors Urban and Rural Local Streets and Roads

<b>FUNDING CATEGORY</b>	<p>TxDOT category of funding used to fund the project</p> <ol style="list-style-type: none"> <li>1. Preventive Maintenance and Rehabilitation</li> <li>2. Metropolitan Area (TMA) Corridor Projects</li> <li>3. Urban Area (Non-TMA) Corridor Projects</li> <li>4. Statewide Connectivity Corridor Projects</li> <li>5. Congestion Mitigation and Air Quality (CMAQ) Improvement</li> <li>6. Structures Replacement and Rehabilitation</li> <li>7. STP Metropolitan Mobility and Rehabilitation</li> <li>8. STP Safety</li> <li>9. STP Transportation Alternatives</li> <li>10. Supplemental/Miscellaneous Transportation Projects</li> <li>11. District Discretionary</li> <li>12. Strategic Priority</li> </ol>
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## B. GROUPED PROJECT CSJ DEFINITION AND FUNDING

*Table 2 - Grouped Project CSJ Definition and Funding*

Proposed CSJ	Grouped Project Category	Definition
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, and non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid

		treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit-operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 3].

Note 1: Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding required a Federal eligibility determination, and not approved to be grouped.

Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

Note 3: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

## SECTION III – FEDERALLY FUNDED MOBILITY (HIGHWAY) PROJECTS



Wednesday, June 17, 2020		2021-2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM								PAGE: 1 of 1
		WICHITA FALLS METROPOLITAN PLANNING ORGANIZATION								
		FY 2020-2021								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR		YOE COST		
WICHITA FALLS - 3	WICHITA	0156-04-114	US 82	C,E	WICHITA FALLS	TXDOT		\$ 2,000,000		
LIMITS FROM: ARCHER COUNTY LINE						REVISION DATE:	06-2020			
LIMITS TO: 0.7 MILES WEST OF FM369						MPO PROJ NUM:	MO-50TX			
PROJECT:						FUNDING CAT(S):	DA			
DESCRIPTION: HIGHWAY IMPROVEMENT						PROJECT HISTORY:				
REMARKS P7:						August UTP 2020 will fund with CAT 2 & CAT 4				
TOTAL PROJECT COST INFORMATION						AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIMINARY ENGINEERING:	\$ 1,000,000.00	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL		
ROW PURCHASE:	\$ -			\$ 1,600,000	\$ 400,000	\$ -	\$ -	\$ 2,000,000		
CONSTRUCTION COST:	\$ 1,000,000.00									
CONSTRUCTION ENGINEERING:	\$ -		TOTAL:	\$ 1,600,000	\$ 400,000	\$ -	\$ -	\$ 2,000,000		
CONTINGENCIES:	\$ -									
INDIRECT COSTS:	\$ -									
BOND FINANCING:	\$ -									
OTHER FIELD:										
TOTAL PROJECT COST:	\$ 2,000,000.00									
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR		YOE COST		
								\$ -		
LIMITS FROM:						REVISION DATE:				
LIMITS TO:						MPO PROJ NUM:				
PROJECT:						FUNDING CAT(S):				
DESCRIPTION:						PROJECT HISTORY:				
REMARKS P7:										
TOTAL PROJECT COST INFORMATION						AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIMINARY ENGINEERING:	\$ -	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL		
ROW PURCHASE:	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
CONSTRUCTION COST:	\$ -									
CONSTRUCTION ENGINEERING:	\$ -		TOTAL:	\$ -	\$ -	\$ -	\$ -	\$ -		
CONTINGENCIES:	\$ -									
INDIRECT COSTS:	\$ -									
BOND FINANCING:	\$ -									
OTHER FIELD:										
TOTAL PROJECT COST:	\$ -									
PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER										

2021-2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM							
Wednesday, June 17, 2020		WICHITA FALLS METROPOLITAN PLANNING ORGANIZATION				PAGE: 1 of 1	
FY 2022-2023							
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
							\$ -
LIMITS FROM:						REVISION DATE:	
LIMITS TO:						MPO PROJ NUM:	
PROJECT:						FUNDING CAT(S):	
DESCRIPTION:						PROJECT HISTORY:	
REMARKS P7:							
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENGINEERING:	\$ -	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$ -			\$ -	\$ -	\$ -	\$ -
CONSTRUCTION COST:	\$ -						
CONSTRUCTION ENGINEERING:	\$ -		TOTAL:	\$ -	\$ -	\$ -	\$ -
CONTINGENCIES:	\$ -						
INDIRECT COSTS:	\$ -						
BOND FINANCING:	\$ -						
OTHER FIELD:	\$ -						
TOTAL PROJECT COST:	\$ -						
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
							\$ -
LIMITS FROM:						REVISION DATE:	
LIMITS TO:						MPO PROJ NUM:	
PROJECT:						FUNDING CAT(S):	
DESCRIPTION:						PROJECT HISTORY:	
REMARKS P7:							
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENGINEERING:	\$ -	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$ -			\$ -	\$ -	\$ -	\$ -
CONSTRUCTION COST:	\$ -						
CONSTRUCTION ENGINEERING:	\$ -		TOTAL:	\$ -	\$ -	\$ -	\$ -
CONTINGENCIES:	\$ -						
INDIRECT COSTS:	\$ -						
BOND FINANCING:	\$ -						
OTHER FIELD:	\$ -						
TOTAL PROJECT COST:	\$ -						
PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER							

Figure 2 - Project Location Map

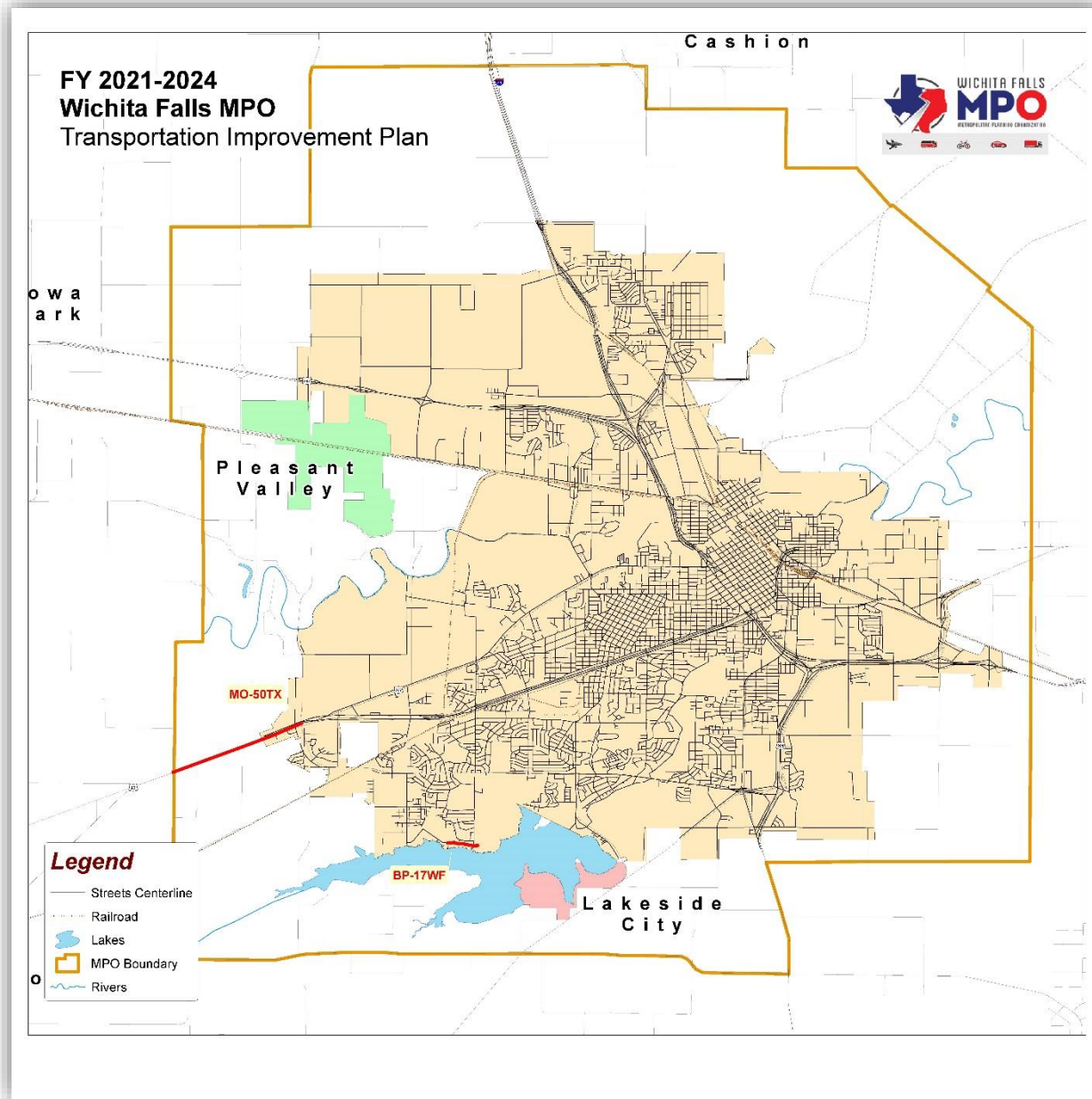


Table 3 - TIP Financial Summary

Wichita Falls MPO - Wichita Falls District #3											
Initial FY 2021 - 2024 Transportation Improvement Program											
Funding by Category											
Funding Category	Description	FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0
Funding Participation Source											
Source		FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24					
Federal		\$1,600,000	\$0	\$0	\$0	\$1,600,000					
State		\$400,000	\$0	\$0	\$0	\$400,000					
Local Match		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Local Contributions (LC)		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Prop 1		\$0	\$0	\$0	\$0	\$0					
CAT 3 - DB		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Prop 14 Bonds		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Texas Mobility Fund		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Vehicle Registration Fees - VTR		\$0	\$0	\$0	\$0	\$0					
CAT 3 - RTR		\$0	\$0	\$0	\$0	\$0					
CAT 3 - PTF		\$0	\$0	\$0	\$0	\$0					
CAT 3 - TDC		\$0	\$0	\$0	\$0	\$0					
Statewide Budget PE		\$0	\$0	\$0	\$0	\$0					
Statewide Budget ROW		\$0	\$0	\$0	\$0	\$0					
Total		\$2,000,000	\$0	\$0	\$0	\$2,000,000					

## SECTION VI – FEDERALLY FUNDED TRANSIT PROJECTS



FY 2021 TRANSIT PROJECT LIST - SECTION 5307			
WICHITA FALLS MPO TRANSPORTATION IMPROVEMENT PROGRAM			
Wichita Falls			YOE = Year of Expenditure
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2021	Federal (FTA) Funds	\$401,043
Apportionment Year:	FY 2021	State Funds from TxDOT	\$0
Project Phase:	SHOP EQUIPMENT	Other Funds	\$100,261
Brief Project Description:	Capital Expenditures - Maintenance Facility	Fiscal Year Cost	\$501,304
		Total Project Cost	\$501,304
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2021	Federal (FTA) Funds	\$500,000
Apportionment Year:	FY 2021	State Funds from TxDOT	\$0
Project Phase:	PREVENTIVE MAINTENANCE	Other Funds	\$125,000
Brief Project Description:	Preventive Maintenance	Fiscal Year Cost	\$625,000
		Total Project Cost	\$625,000
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2021	Federal (FTA) Funds	\$360,000
Apportionment Year:	FY 2021	State Funds from TxDOT	\$430,000
Project Phase:	OPERATING ASSISTANCE	Other Funds	\$380,000
Brief Project Description:	Operating Expenditures	Fiscal Year Cost	\$1,170,000
		Total Project Cost	\$1,170,000
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2021	Federal (FTA) Funds	\$70,777
Apportionment Year:	FY 2021	State Funds from TxDOT	\$0
Project Phase:	PLANNING	Other Funds	\$17,695
Brief Project Description:	Planning Expenditures - Annual Software Maintenance, Transit Staff & Salaries	Fiscal Year Cost	\$88,472
		Total Project Cost	\$88,472
		Trans. Dev. Credits Requested	
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
FY (TIP) 2021 - MPO PROJECT TOTALS		ESTIMATED COST	\$2,384,776

FY 2022 TRANSIT PROJECT LIST - SECTION 5307			
WICHITA FALLS MPO TRANSPORTATION IMPROVEMENT PROGRAM			
Wichita Falls			YOE = Year of Expenditure
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2022	Federal (FTA) Funds	\$60,000
Apportionment Year:	FY 2022	State Funds from TxDOT	\$0
Project Phase:	BUS ACQUISITION	Other Funds	\$15,000
Brief Project Description:	Capital Expenditures - Bus Shelters	Fiscal Year Cost	\$75,000
		Total Project Cost	\$75,000
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2022	Federal (FTA) Funds	\$500,000
Apportionment Year:	FY 2022	State Funds from TxDOT	\$0
Project Phase:	PREVENTIVE MAINTENANCE	Other Funds	\$125,000
Brief Project Description:	Preventive Maintenance	Fiscal Year Cost	\$625,000
		Total Project Cost	\$625,000
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2022	Federal (FTA) Funds	\$370,000
Apportionment Year:	FY 2022	State Funds from TxDOT	\$430,000
Project Phase:	OPERATING ASSISTANCE	Other Funds	\$385,000
Brief Project Description:	Operating Expenditures	Fiscal Year Cost	\$1,185,000
		Total Project Cost	\$1,185,000
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2022	Federal (FTA) Funds	\$70,777
Apportionment Year:	FY 2022	State Funds from TxDOT	\$0
Project Phase:	PLANNING	Other Funds	\$17,695
Brief Project Description:	Planning Expenditures - Annual Software Maintenance, Transit Staff Salaries	Fiscal Year Cost	\$88,472
		Total Project Cost	\$88,472
		Trans. Dev. Credits Requested	
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
FY (TIP) 2022 - MPO PROJECT TOTALS		ESTIMATED COST	\$1,973,472

FY 2023 TRANSIT PROJECT LIST - SECTION 5307			
WICHITA FALLS MPO TRANSPORTATION IMPROVEMENT PROGRAM			
Wichita Falls		YOE = Year of Expenditure	
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2023	Federal (FTA) Funds	\$60,000
Apportionment Year:	FY 2023	State Funds from TxDOT	\$0
Project Phase:	BUS ACQUISITION	Other Funds	\$15,000
Brief Project Description:	Capital Expenditures - Acquire Bus Shelters	Fiscal Year Cost	\$75,000
		Total Project Cost	\$75,000
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2023	Federal (FTA) Funds	\$507,500
Apportionment Year:	FY 2023	State Funds from TxDOT	\$0
Project Phase:	PREVENTIVE MAINTENANCE	Other Funds	\$126,875
Brief Project Description:	Preventive Maintenance	Fiscal Year Cost	\$634,375
		Total Project Cost	\$634,375
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2023	Federal (FTA) Funds	\$370,000
Apportionment Year:	FY 2023	State Funds from TxDOT	\$430,000
Project Phase:	OPERATING ASSISTANCE	Other Funds	\$385,000
Brief Project Description:	Operating Expenditures	Fiscal Year Cost	\$1,185,000
		Total Project Cost	\$1,185,000
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2023	Federal (FTA) Funds	\$70,777
Apportionment Year:	FY 2023	State Funds from TxDOT	\$0
Project Phase:	PLANNING	Other Funds	\$17,695
Brief Project Description:	Planning Expenditures - Annual Software Maintenance for ESRI GIS, Transit Staff Salaries	Fiscal Year Cost	\$88,472
		Total Project Cost	\$88,472
		Trans. Dev. Credits Requested	
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
FY (TIP) 2023 - MPO PROJECT TOTALS		ESTIMATED COST	\$1,982,847

FY 2024 TRANSIT PROJECT LIST - SECTION 5307			
WICHITA FALLS MPO TRANSPORTATION IMPROVEMENT PROGRAM			
Wichita Falls			YOE = Year of Expenditure
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2024	Federal (FTA) Funds	\$100,000
Apportionment Year:	FY 2024	State Funds from TxDOT	\$0
Project Phase:	BUS ACQUISITION	Other Funds	\$25,000
Brief Project Description:	Capital Expenditures - Acquire Bus Shelters	Fiscal Year Cost	\$125,000
		Total Project Cost	\$125,000
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2024	Federal (FTA) Funds	\$515,113
Apportionment Year:	FY 2024	State Funds from TxDOT	\$0
Project Phase:	PREVENTIVE MAINTENANCE	Other Funds	\$128,778
Brief Project Description:	Preventive Maintenance	Fiscal Year Cost	\$643,891
		Total Project Cost	\$643,891
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2024	Federal (FTA) Funds	\$370,000
Apportionment Year:	FY 2024	State Funds from TxDOT	\$430,000
Project Phase:	OPERATING ASSISTANCE	Other Funds	\$385,000
Brief Project Description:	Operating Expenditures	Fiscal Year Cost	\$1,185,000
		Total Project Cost	\$1,185,000
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5307
MPO Project Information: (reference number, etc.)	TX-WF-2024	Federal (FTA) Funds	\$70,777
Apportionment Year:	FY 2024	State Funds from TxDOT	\$0
Project Phase:	PLANNING	Other Funds	\$17,695
Brief Project Description:	Planning Expenditures - Annual Software Maintenance for ESRI GIS, Transit Staff Salaries	Fiscal Year Cost	\$88,472
		Total Project Cost	\$88,472
		Trans. Dev. Credits Requested	
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
FY (TIP) 2024 - MPO PROJECT TOTALS		ESTIMATED COST	\$2,042,363

FY 2021 TRANSIT PROJECT LIST - SECTION 5339			
WICHITA FALLS MPO TRANSPORTATION IMPROVEMENT PROGRAM			
Wichita Falls			YOE = Year of Expenditure
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5339
MPO Project Information: (reference number, etc.)	TX-WF-2021A	Federal (FTA) Funds	\$1,882,104
Apportionment Year:	FY 2021	State Funds from TxDOT	\$0
Project Phase:	BUS ACQUISITION	Other Funds	\$0
Brief Project Description:	Capital Expenditures - Acquire Four (4) 35-ft. Low-Floor Heavy Duty Buses	Fiscal Year Cost	\$1,882,104
		Total Project Cost	\$1,882,104
		Trans. Dev. Credits Requested	376,421
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5339
MPO Project Information: (reference number, etc.)	TX-WF-2021A	Federal (FTA) Funds	\$0
Apportionment Year:	FY 2021	State Funds from TxDOT	\$0
Project Phase:	PREVENTIVE MAINTENANCE	Other Funds	\$0
Brief Project Description:	Preventive Maintenance	Fiscal Year Cost	\$0
		Total Project Cost	\$0
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5339
MPO Project Information: (reference number, etc.)	TX-WF-2021A	Federal (FTA) Funds	\$0
Apportionment Year:	FY 2021	State Funds from TxDOT	\$0
Project Phase:	OPERATING ASSISTANCE	Other Funds	\$0
Brief Project Description:	Operating Expenditures	Fiscal Year Cost	\$0
		Total Project Cost	\$0
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
General Project Information		Funding Information (YOE)	
Project Sponsor:	WICHITA FALLS TRANSIT SYSTEM	Federal Funding Category	5339
MPO Project Information: (reference number, etc.)	TX-WF-2021A	Federal (FTA) Funds	\$0
Apportionment Year:	FY 2021	State Funds from TxDOT	\$0
Project Phase:	PLANNING	Other Funds	\$0
Brief Project Description:	Planning Expenditures - Annual Software Maintenance for ESRI GIS, Transit Staff Salaries	Fiscal Year Cost	\$0
		Total Project Cost	\$0
		Trans. Dev. Credits Requested	
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action:			
FY (TIP) 2021 - MPO PROJECT TOTALS		ESTIMATED COST	\$1,882,104



Transit Financial Summary										
Wichita Falls Metropolitan Planning Organization										
FY 2021- 2024 Transportation Improvement Program										
All Figures in Year of Expenditure (YOE) Dollars								Current as of 04/29/2020		
Transit Program		FY 2021			FY 2022			FY 2023		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$1,331,820	\$1,052,956	\$2,384,776	\$1,000,777	\$972,695	\$1,973,472	\$1,008,277	\$974,570	\$1,982,847
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3	Sec. 5309 - Discretionary			\$0			\$0			\$0
4	Sec. 5310 - Elderly &Individuals w/Disabilities			\$0			\$0			\$0
5	Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6	Sec. 5316 - JARC >200K			\$0			\$0			\$0
7	Sec. 5316 - JARC <200K			\$0			\$0			\$0
8	Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10	Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12	Other FTA (5339)	\$1,882,104		\$1,882,104			\$0			\$0
13	Regionally Significant or Other			\$0			\$0			\$0
Total Funds		\$3,213,924	\$1,052,956	\$4,266,880	\$1,000,777	\$972,695	\$1,973,472	\$1,008,277	\$974,570	\$1,982,847
Transportation Development Credits										
	Requested	376,421		\$0			\$0			\$0
	Awarded			\$0			\$0			\$0
All Figures in Year of Expenditure (YOE) Dollars										
Transit Programs		FY 2024			FY 2021-2024 Total					
		Federal	State/Other	Total	Federal	State/Other	Total			
1	Sec. 5307 - Urbanized Formula >200K	\$1,055,890	\$986,473	\$2,042,363	\$4,396,764	\$3,986,694	\$8,383,458			
2	Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0			
3	Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0			
4	Sec. 5310 - Elderly &Individuals w/Disabilities			\$0	\$0	\$0	\$0			
5	Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0			
6	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0			
7	Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0			
8	Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0			
9	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0			
10	Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0			
11	Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0			
12	Other FTA (5339)			\$0	\$1,882,104	\$0	\$1,882,104			
13	Regionally Significant or Other			\$0	\$0	\$0	\$0			
Total Funds		\$1,055,890	\$986,473	\$2,042,363	\$6,278,868	\$3,986,694	\$10,265,562			
Transportation Development Credits										
	Requested			\$0	376,421		\$0			
	Awarded			\$0			\$0			

Table 4 - Transit Financial Summary

**YOE Total Project Cost Methodology:**

WFMPO accomplished calculations for 2021-2024 Year of Expenditure costs by utilizing actual costs from FY 2019-2020 in all four major project areas: Capital, Preventive Maintenance, Operating Assistance, and Planning.

WFMPO based all Capital-programming costs on information provided by the City of Wichita Falls' Purchasing Department. This includes the projected estimated cost of new replacement buses, shop equipment, and tools.

WFMPO calculated Capital, Preventive Maintenance, Operating Assistance, and Planning programming costs for each YOE by utilizing FY 2020 as the base year then multiplying by 1.5% per year to increase YOE incrementally.

NOTE: The City of Wichita Falls generally purchases replacement buses two at a time every other year. 2021 is the target year for bus purchases.

## SECTION VII – ANNUAL MPO SELF-CERTIFICATION

## MPO SELF-CERTIFICATION FOR ATTAINMENT AREAS

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act);, the Texas Department of Transportation, and the Wichita Falls Metropolitan Planning Organization for the Wichita Falls urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- 2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

\_\_\_\_\_  
Mr. Michael Beaver

Wichita Falls District  
Texas Department of Transportation

\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
Mayor Stephen Santellana

Wichita Falls  
Metropolitan Planning Organization  
Policy Board Chairperson

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date